

From boatanchors@sco.theporch.com Tue Apr 1 18:25:55 1997
From: rhys@ix.netcom.com (Lawrence D. Wolken)
Subject: A Visit with Fred Osterman
Message-ID: <199704020016.SAA16973@dfw-ix12.ix.netcom.com>

Hi Gang --

When my 16 year old daughter asked about the list of colleges given her by the high school guidance counselor to check out I chimed in, "Well that one in central Ohio looks pretty good and you know, we have an old friend teaching there." "Sounds good," she says and off we go during her spring break to check it out.

Did I have a hidden agenda?? Well not entirely but I'd been kicking myself since the time last year we passed the Reynoldsburg, Ohio exit on the interstate and we hadn't had time to stop at Universal Radio and visit the the store and the author of my favorite BA book, Shortwave Receivers Past & Present. So we cut a deal -- one college, one radio store. Fair enough, eh?

The store is really quite an operation. Probably 4-5,000 sq. ft. showroom with maybe six or eight listening positions for various SW radios and lots and lots of accessories and zillions of books and mags. This of course is just the tip of the iceberg as I'm sure that the bulk of their business is mail order, but the showroom was certainly a well lit and pleasant place to hang out and could easily have stuck around for a few hours if we'd had the time.

Up on the shelves as well was the used stuff. Not much in the BA department right then but some interesting later sand state stuff -- maybe twenty pieces in all.

I asked if Fred was in and one of the counter men disappeared without a word and a moment later Fred emerged from a door behind the counter. I introduced myself and thanked him again for doing such a thorough job of research and let him know what pleasure it had brought me. It became obvious after a few minutes that we were both so interested in the book the BA's that it covers that as soon as one of us would pause for a breath the other would be off and running with another story of another famous reciever -- great fun.

He shortly disappeared and re-emerged with a copy of his book marked MASTER COPY on the front. The pages were speckled with yellow highlight and red pen marks indicating the hundreds of additions and corrections planned for the THIRD edition. We did a quick review of what few corrections I knew of that he didn't have and we kept on yammering. The second edition is about half gone and he had assumed it would take years to sell so he is a very happy camper. He showed me

illustrated BA brochures and cut sheets from Japan which he plans on incorporating into the next run.

Fred also promised to add something on my pet peeve list which is an index by model numbers at the end of the book. That way you can just look up just R-390A or R-274/FRR without knowing which of the several manufacturers' names it might be listed under.

He asked me to send along thanks to every one who was kind enough to contact him with updates and corrections. They will be added -- he appears to take the accuracy issue VERY SERIOUSLY.

Before I left, I asked Fred if he didn't have a back room stash of wonderful old BA's. Nope he says... he'd love to have a bunch of them BUT he did have an HRO-500 waiting for refurb in the back that we played around with. An amazing machine even when it's not plugged in. Mechanically quite a marvel.

Just couldn't leave the store without buying something so I picked up a bound copy of the Collins Service Modifications Compendium for the S-Line.

All in all a great reststop for any trip across country. Fred is for real -- a nice guy and super competent at what he does.

Now I just have to find my daughter another college about 100 miles north of there near Lima, eh?

73 and happy BA hunting
Larry Wolken N30JD

From boatanchors@sco.theporch.com Tue Apr 1 18:25:55 1997
From: Mail List Owner <listown@jackatak.theporch.com>
Subject: ADMINISTRIVIA: Buying and Selling Guidelines
Message-ID: <9704011115.aa24148@jackatak.theporch.com>

Gang-

This periodic posting is intended as a gentle nudge and suggestion which should improve the quality of posts to the BoatAnchors list, and maintain our excellent (and high) signal to noise ratio...

The list culture has developed to include "for sale" and "wanted" posts. Originally, all buying and selling traffic was focused on finding parts to complete a restoration. As the list has evolved, there has been an increase in buying and selling activity, which may not be all bad.

There is, however, a real need to observe certain conventions, lest this otherwise benign activity turn into a real disturbance to the real purpose of the list: discussions of radio equipment using vacuum tubes, including the life and times of the designers and users of such gear.

Please observe these guidelines:

- 1) LIMIT the frequency of for sale postings... once a month is a good starting point
- 2) DO NOT post endless "xxx is sold" to the entire list... you offered it for sale, and it is not considerate of list resources (which include the time and energy of the other list members) to burden the list with these senseless notices. Use direct email to those who responded, or, if you don't want to answer them personally, just don't use the list to advertise them for sale!
- 3) AVOID even the mere faint appearance that you are posting items for sale as a regular adjunct to your business dealings. This has become more of a problem lately with some long lists showing up regularly on the main list, or with dealers who appear to be using the list for their personal advertising advantage. Failure to observe these basics *will* result in banishment from the list -- just don't do it! When even a shadow of doubt creeps in, read the "Welcome" message again... it spells it out!
- 4) DO be considerate of those on the list in your for sale or wanted postings. Keep them short, infrequent, and ONLY include items specifically appropriate to the list -- NO solid state gear is obvious, but try to avoid pushing the envelope in any area.
- 5) LONG lists and estate offerings should be sent to me at:
listown@jackatak.theporch.com
so they may be uploaded to the archives for email or ftp retrieval.
(We are hoping to have a web page up in the future for these files.)

Thanks for your understanding and help in making the boatanchors list have the highest signal to noise on the InterNet.

--

73

Jack, W4KH/Mobile (75M SSB 2-letter WAS #1657/#1789 -- both all mobile! ;^)
- - - BoatAnchor Mailing List Owner - - -
listown@jackatak.theporch.com - "Plus ca change, plus c'est la meme chose"

From boatanchors@sco.theporch.com Wed Apr 2 08:07:54 1997
From: dr.electron@juno.com

Subject: Re: Al scratch filler?

Message-ID: <19970401.214202.9174.1.dr.electron@juno.com>

Anchorites;

On pre-shipment cleanup (production) I've often seen "Sharpie" permanent markers used to efface minor imperfections, particularly on black anodized metal. The repair is virtually imperceptible, and would have to be looked for to be noticed. The new Liquid Paper correction pen works well on white surfaces, etc. and is also quite handy for notating floppy disks.

Rich P.

#

From boatanchors@sco.theporch.com Tue Apr 1 18:25:55 1997

From: Peter Ferrand <petef@sprynet.com>

Subject: Re: Aluminum Welding and Soldering

Message-ID: <3.0.32.19970401121353.00c34cc4@m3.sprynet.com>

One common use I've had for years with aluminum soldering is when building shields out of sheet metal. Solder is many times easier and more efficient than lots of screws.

The very old technique I use is to make a puddle of solder on the Al with a good size iron or gun. Continue heating the puddle while scratching the metal underneath the puddle with an awl or other pointy-ended object (insert smart-aleck comment here). If you manage to do a lot of scratching in a hash design you will break up enough of the oxide to make a very solid connection without spending money on gadgets. You can then place the wire or whatever you're joining into the puddle and let it cool.

Not having any claims to understanding the metallurgy of it, I've been told that any sort of a connection between copper and aluminum should not be regarded as permanent because the metals themselves are incompatible and the joint eventually corrodes and weakens.

Don't we all?

-Pete

petef@sprynet.com

From boatanchors@sco.theporch.com Tue Apr 1 18:25:55 1997

From: "Roberta J. Barmore" <rbarmore@indy.net>

Subject: Re: Aluminum Welding and Soldering

Message-ID: <Pine.SUN.3.91.970401173308.27620A-100000@indy1>

Hi!

Getting off-topic here, but hang on and I'll play it out with BA-ish music:

On Tue, 1 Apr 1997, John Schwartzberg wrote: (starting with a quote)
> > [...] load a small grinding wheel with solder and run it at high
> > speed against the > >Al.
>
> Can you only use this technique on one day during the year, say this day?

Nope! It works, at least mechanically, and was "invented" by a ham. First mention in print is a small write-up in a late-50s CQ. Seems Joe Average Ham had done a sloppy soldering job on something big and decided to grind it off. Loaded up the wheel, of course, and Our Hero, having more spare time and an inquistive nature, tried soldering a wire to the wheel. It worked...and having done that, he tried grinding solder into other things, using the loaded-up wheel (sure hope he took the wire off!). That worked, too--with more luck than wit, you can even solder to glass. ..Tek supposedly did something similar in making the fancy ceramic terminal strips in their big tube-type 'scopes, BTW.

As to the electrical resistance and durability of a connection made to aluminium in this manner, I don't know. But it wouldn't take too much work to find out. Considering the way it is done, odds of getting the oxide off seem good.

73,
--Bobbi

From boatanchors@sco.theporch.com Wed Apr 2 08:07:54 1997
From: dr.electron@juno.com
Subject: RE: ARC Premiums
Message-ID: <19970402.032931.10062.2.dr.electron@juno.com>

I collect ARC-51 receiver-transmitters, but they must have the original 5 PSI " Factory Air " in them, or else forget it !

Regards, April's Fool***

From boatanchors@sco.theporch.com Tue Apr 1 18:25:55 1997
From: BEN NOCK <106312.1035@compuserve.com>
Subject: Audio filter unit for HRO 500 wanted
Message-ID: <199704011300_MC2-138D-F9E2@compuserve.com>

The title says it all.

I'm still looking for the audio filter for the HRO 500, it has a valve base type plug on the base.

Anyone got one ???

Cheers, Ben G4BXD.

From boatanchors@sco.theporch.com Wed Apr 2 08:07:54 1997
From: k0wo@juno.com (BIGHORN MUSEUM OF AMATEUR RADIO)
Subject: BA Museum List
Message-ID: <19970401.174155.8143.4.K0W0@juno.com>

Here are a few last minute ads to The Museum List:

Gonset Sidewinder 2 w/AC sply	VG	\$100.00	
Collins 75S-1 WE	VG		225.00
Collins 32S-1 WE	VG		225.00
Collins 302C-3 RE	VG		75.00
Heath HW-12 missing 3 knobs	G	20.00	
Elmac AF-54		G	
40.00			
Yaesu FT-101E spkr vfo	VG	350.00	
Yaesu FT-301	VG		350.00

All prices + shipping. Manuals on all except 301C-3, HW-12, and AF-54.

Tnx / 73

Don, K0PV
@ The Bighorn Museum
P.O. Box DX
Genoa, CO 80818-0119
(719) 763-2220 after 6PM Mtn.

From boatanchors@sco.theporch.com Wed Apr 2 08:07:54 1997
From: dr.electron@juno.com
Subject: RE: Boat Covers & RFI
Message-ID: <19970401.231522.9174.22.dr.electron@juno.com>

Ron & Anchorers;

There is a soft aluminum perforated sheet available; .050 " thickness with .125 " round holes, very easy to work. I've had to use it during

repairs to P.C.s during sunspot peaks. Maybe I'm nuts, but it seemed to quench a lot of random errors I'd been encountering.

Regards, Rich

#

From boatanchors@sco.theporch.com Tue Apr 1 18:25:55 1997

From: k9gdt@juno.com (George P Sieverson)

Subject: Re: Caution! Falling BAs!

Message-ID: <19970401.140214.3910.3.K9GDT@juno.com>

On Tue, 1 Apr 1997 05:31:20 GMT "Dick Dillman" <ddillman@igc.apc.org> writes:

>,,,,,was able to penetrate no more than six feet down the path from the
>door, and I planned every footstep of that six feet well in advance.....

The last few times I went to see George, there was a 500 series Tek scope/cart combo outdoors on the sidewalk. I suspect he had to move it there to clear that "path" so customers could get in. Was it still there?

>Frankly, not being to browse through more of the place and pick out a
>few treasures was a bitter disappointment after coming so far.....

Dick, you should have seen the place twenty years ago. The glass display case/counter going across the store was fully accessible, as were the display racks/shelves in the aisles. They were filled with bargain-priced goodies like dial drives, mechanical filters, double ball-bearing variable caps, NPO caps, meter movements, coil stock, etc.....a radio builder's dream! A real geek palace! It was great fun to visit with George and wander around his store. A hamfest with business hours!

Back then, he never had many complete radios, usually six or eight Drake, Heath SB, or Swan rigs, kept in glass display cases. Perhaps a few more were back in the shop. The big thing was parts and service. It seems as if George began acquiring old AM ham gear around the time when the CB craze hit in the mid-seventies. It was good to see those old Collins, Hallicrafters, Hammarlund, and Johnson rigs come back!

>...to avoid dislodging the a single 6SJ7 that might have brought the
>whole thing down, having a conversation with George at quite a high db
>level (he's hard of hearing). We spoke of the relative merits of .45
>revolvers vs. 9mm automatics for repeling robbers.

Careful! Any of those things could start a BA avalanche there!

>I don't know what's going to happen to George and his shop. He talks
>of quitting, of moving, of selling the building. He's 80.....

It saddens me to think about this inevitability. Part of the mystique of this place is George himself. He's an active ham, heading Chicago's chapter of the QCWA. He's a competent technician....always willing to provide technical help with homebrew projects.

As a "young pup" out on his own, my economic reality was finding money to pay the rent, feed myself, and keep my beater car running. A new factory-built rig was out of the question. That didn't matter because the big thrill for me was, and still is, building equipment.

Quality radio parts were becoming scarce and pricey. George seemed to understand and sold parts to builders at incredibly fair prices. (I suspect he made it up selling Johnson 500's and Viking II's to CBers.) He favored those who built their own equipment. We appreciated him for that. Would Surplus Sales do that?

Given that we're living in the age of the \$400 mechanical filter and \$4000 Johnson Desk, it's unlikely that a new owner (with a mortgage on that building) would/could be as "human" as George.

Just my \$0.02 worth.

73 'n cheers 'n beers,
George

George Sieverson
Barrington, IL
K9GDT@JUNO.COM

From boatanchors@sco.theporch.com Wed Apr 2 08:07:54 1997
From: Bill Meara <wmeara@erols.com>
Subject: Re: Cobble or not?
Message-ID: <199704020022.TAA15055@smtp2.erols.com>

> Gang,
>
> Jury of my peers, what is the verdict?

Tom: Cobble away! And how about sharing some of the goodies with your BA buddies? We could set up an "All Cobbled" 40 meter BA net. Maybe we could get ourselves some of those FB modified SX-88's if our cobbled receivers aren't hot enough! Lets go!

73 de N2CQR
Bill Meara
Hallicrafters, Heaths and Hammarlunds
QTH: Falls Church, Virginia, USA
Formerly of Tegucigalpa, Bilbao and Santo Domingo
wmeara@erols.com
<http://www.mindspring.com/~johnmb/billm.htm>

From boatanchors@sco.theporch.com Tue Apr 1 18:25:55 1997
From: "Peter L. Demmer" <ampruss@hits.net>
Subject: Re: Dayton BA people
Message-ID: <33418709.1EDB@hits.net>

Tom;
CU at the Dayton events. Staying at the HDI Fairborn, Aloha Peter
KH6CTQ

From boatanchors@sco.theporch.com Wed Apr 2 08:07:54 1997
From: k7yha@juno.com (Richard H. Arland)
Subject: E-mail address change
Message-ID: <19970402.010535.12111.7.k7yha@juno.com>

Gang:

Finally got my new account set up.

Henceforth, my e-mail address will be: K7SZ@juno.com.

My OLD address: k7yha@juno.com will not be valid after this weekend.

73 es tnx.

PS: Still need the info on the R-392s.

From boatanchors@sco.theporch.com Tue Apr 1 18:25:55 1997
From: "Peter L. Demmer" <ampruss@hits.net>
Subject: Re: EL34 Cross ref?
Message-ID: <3341809B.30BC@hits.net>

BA and GB gang; I stand corrected. tired eyes says it all. Mahalo,
Peter KH6CTQ

From boatanchors@sco.theporch.com Tue Apr 1 18:25:55 1997
From: "Peter L. Demmer" <ampruss@hits.net>
Subject: Re: EL34 Cross ref?
Message-ID: <334185AC.2886@hits.net>

Al and the BA/GB gang;
Sri abt the EL83/84 mixup. Tired eyes says it all. Your two cents worth is actually worth a lot more then a dollar two ninty eight above and beyoud inflation. Actually (xl-xc) LC to effective equivalint R biasing and loading redesign, can circumvent most (but surly not all) tube class limitation. You guys are most correct for unmodified circuit tube swapping. Home brewing, as in bread-boarding with lots of pots/metering/ scoping/time and a good curve chart allows one to do things and get good results that industry can't afford. Thanks again (Mahalo) Peter KH6CTQ

From boatanchors@sco.theporch.com Wed Apr 2 08:07:54 1997
From: KA9EGW@aol.com
Subject: Re: EL34 Cross ref?
Message-ID: <970402083250_-1135016900@emout20.mail.aol.com>

The EL34 is the same as a 6CA7.

From boatanchors@sco.theporch.com Wed Apr 2 08:07:54 1997
From: jeffa@ix.netcom.com (Jeff Anderson)
Subject: Enamal vs. Acrylic paint for engraving?
Message-ID: <199704020232.UAA17430@dfw-ix2.ix.netcom.com>

The SX-28 front panel has been stripped, de-rusted, and primed. Tomorrow (if the winds die down) I'll shoot a coat of black and then (hopefully) prepare to fill the engraved lettering.

Regarding the engraved lettering fill, what are the merits of enamel vs. acrylic paint? I was at a local hobby store today and saw both varieties. I imagine that enamel (such as Testor's) is a common choice for restorers, but, given the amount of engraving on the front panel that I DON'T want to fill and its proximity to the lettering that I will be filling (those of you who have an SX-28 know what I'm

referring to), acrylic has one shining virtue: it can be cleaned up with water! This is a tremendous plus, but does anyone know what the drawbacks are? Or am I about to boldly go where no man has gone before?

Thanks,

- Jeff, WA6AHL

From boatanchors@sco.theporch.com Wed Apr 2 08:07:54 1997
From: dr.electron@juno.com
Subject: RE: Enamel vs. Acrylic
Message-ID: <19970401.231522.9174.17.dr.electron@juno.com>

Greetings;

I used to have a lot of hobby work done by an industrial painter who also worked in my building. We used many types of paint, including the most excellent " Life Porcyln " brand of epoxy enamel.

It seems the most important element in the process was the choice of thinners used. Aliphatic naptha always produced the best results with enamels. Proper use is extremely important; a potent " fuel-air explosive" can result if precautions are not taken. Precautions are always less expensive in time and \$\$ costs than corrections !

I have some off-road equipment painted in this manner which looks as good now, ten years after restoration, as when newly repainted.

If the appearance is important, using a good paint shop might be a good idea, since it is likely you will achieve the desired results the first time, and long term durability will be enhanced.

Regards, Rich P.

#

From boatanchors@sco.theporch.com Tue Apr 1 18:25:55 1997
From: Gary Pewitt <gpewitt@execpc.com>
Subject: Re: FREE SX-88
Message-ID: <Pine.GS0.3.95.970401123146.28261A-1000000@earth>

That wasn't funny, it was cruel.

I almost broke a finger lunging for the phone.

And -no- number.

Rats!

On Tue, 1 Apr 1997, Andy Howard, WA4KCY wrote:

>
> Hello to all,
>

> This is a post for a friend who has an SX-88 that he wants to give away. I
> do not know the condition of this set but apparently it was working the
> last time he "fired it up". The SX-88 is supposedly in the original box and
> the manual is personally autographed by Bill Halligan. According to my
> friend the set is just too heavy and is taking up room in his already
> overcrowded shack.
>
> My friend does not have e-mail capabilities and does not want a rash of
> telephone calls. Anyone interested in this set would be expected to pay the
> shipping and packing costs should they want it professionally packed.
>
> Please do not contact me concerning this receiver. I am only the messenger
> and not the owner of the set.
>
> Thanks and 73,
>
> ~~~~~
> Andrew E. (Andy) Howard, Sr., WA4KCY
> 105 Sweet Bay Lane
> Carrollton, Georgia 30116-8519
> Telephone 770-832-0202
> Southeastern Division Director, AM International
> wa4kcy@usa.net wa4kcy@juno.com wa4kcy@qsl.net
> Vintage Radio Home Page Address:
> <http://ourworld.compuserve.com/homepages/sweetbay>
> <><
> ~~~~~
> Keeper of the Hallicrafters SX-88 Owners List
> ~~~~~
> Vintage Radios, Electric Trains, Machine Guns, etc.
>

gpewitt@execpc.com N9ZSV 414 355 8147
Gary Pewitt 6120 W. Calumet Rd. Apt 204
Milwaukee, WI 53223. Boatanchor buff

From boatanchors@sco.theporch.com Tue Apr 1 18:25:55 1997
From: Lenox Carruth <carruth@swbell.net>
Subject: Re: FREE SX-88
Message-ID: <33416E55.3908@swbell.net>

What an amazing coincidence! I just got a call from a fellow who has
six sequentially serial numbered Browning Caliber .50 M2 Aircraft
Machine Guns, each personally autographed by John himself. They are
new, still in the box, packed for overseas shipment in 1944. He would
be willing to trade them for the packing and shipping costs of the free

SX-88.

There is one problem, though. They are packed with a P-51B that is also brand new and crated for overseas shipment. You would have to take the aircraft too. He hopes that this is not a deal breaker.

Contact him directly.

--

Lenox

Dr. Lenox Carruth, Jr., P.E.,
WA50VG

Dallas, Texas

Carruth@swbell.net

From boatanchors@sco.theporch.com Wed Apr 2 08:07:54 1997
From: vancleef@netcom.com (Henry van Cleef)
Subject: Re: FREE SX-88
Message-ID: <199704020451.VAA01262@netcom4.netcom.com>

As Robert Lawson discourses

>

> Andy Howard, WA4KCY wrote:

> >

> > This is a post for a friend who has an SX-88 that he wants to give away. I
> > do not know the condition of this set but apparently it was working the
> > last time he "fired it up".

>

> Andy:

> Thanks for the info on the SX-88. Tell him that the receivers are as
> common as noses on our faces and that it should just be put out on the
> curb for trash.

>

Seen one Halliscratcher radio, seen em' all. If the guy will throw in

an RME-9D I might consider it.

--

=====

Hank van Cleef

E-mail vancleef@netcom.com or vancleef@tmn.com

=====

From boatanchors@sco.theporch.com Tue Apr 1 18:25:55 1997

From: "Gene S. Katz" <gkatz@motown.lmco.com>

Subject: FS: Collins 51S1 accessory

Message-ID: <Chameleon.970401141249.gkatz@pc062164.motown.lmco.com>

Name: Gene Katz

E-mail: gkatz@motown.lmco.com

From boatanchors@sco.theporch.com Tue Apr 1 18:25:55 1997

From: MODSTEPH@ACS.EKU.EDU

Subject: FS: Heath SB-10 SSB adapter

Message-ID: <01IH6WLOE9W2009NB0@ACS.EKU.EDU>

Heath SB-10 SSB transmitting adapter. Clean with copy of manual.

Appearance

about a 6-7. Dent of front panel, some scrapes and scuffs on cabinet.

L

Best offer (plus shipping) over \$30; offers accepted through
Friday, 4 Apr Z

73, Al N5AIT

modsteph@acs.eku.edu

Richmond, Kentucky 40475

From boatanchors@sco.theporch.com Tue Apr 1 18:25:55 1997

From: "Edward J. Zeranski" <ejz@nosc.mil>

Subject: GI Heathkit 6'er for \$1250 ??

Message-ID: <2.2.32.19970401214348.006ba4e4@marlin.nosc.mil>

> Early on in the Vietnam war, the Army was already pursuing cost
> reduction programs for many systems, including manpack radios.
> One radio was a lowband VHF unit which was a militarized 6'er,
> produced by Heathkit in Benton Harbor, MI. Units were put through
operational testing and evaluation at Army test labs and in the field in

Southeast Asia.

>

> Has anyone ever seen or heard of one of these "cost reduced" 6'ers? If
> anyone has one, I'd like to buy it!

>

OK, not sure if this is the right set, been a while, but sure sounds like it. My lunchbox story:

Back in the early '60s we, Navy, had lunchbox like sets for use on VHF talking to P5 Marlin seaplanes working over boats. Gray, naturally!, aluminum case with the bottom half for batteries, base loaded whip ant with PL259 connector/right angle adapter. That ant was about clothes hangar weight with plastic coating on the coil, a COMMON casualty. There was a fixed "lunchbox" or "screendoor" handle on top and a horizontal neon TX indicator upper center on the front. Overall approx 4"X10"X12". The mikes were the Motorola ptt models like on mobile civilian radios.

The radios leaked saltwater/diesel which ate a lot of batteries and corroded things. One time when things got tite and the antenna was trashed I was able to stick a 12" #1 Phillips screwdriver in the ant connector to get comms! Now for the S.W.A.G. , I think the set was called PRC-33. Years ago I saw some at a junk place here in San Diego which would fit because they had the sets at Coronado and North Island. Again, its been awhile and I don't remember the maker but the set sounds similar. Perhaps there were several "experiments" dropped on us Rats?

Ed Zeranski ejz@marlin.nosc.mil, work
ezeran@cris.com home

Wooden Boats, Tube Receivers, Rusty Old Trucks, The Good Stuff!

This is a private opinion or statement and is nobody's fault but mine. No person, employer, or govt. should try to take credit for it!

From boatanchors@sco.theporch.com Wed Apr 2 08:07:54 1997

From: Brian.Harris@sv.sc.philips.com (Brian Harris)

Subject: HA-2 and P/S for trade

Message-ID: <341d04e0@scs.philips.com>

Will trade Hallicrafters HA-2 2 meter transverter w/power supply in fair cosmetic but unknown electrical condition for an HA-6 w/o power supply. I would like the HA-6 to be in unmodified and restorable condition.

Thanks for reading,

Brian Harris WA5UEK

From boatanchors@sco.theporch.com Tue Apr 1 18:25:55 1997
From: klaudon@pica.army.mil
Subject: Heathkit 6'er for \$1250 ??
Message-ID: <341688F0.1627@pica.army.mil>

Greetings from the snowed-in Northeast (no joke!):

About two years ago, while attending a meeting at nearby Fort Monmouth, NJ, home of US Army CECOM (Communications and Electronics Command), I met an old timer engineer (now retired) who told me the following story:

Early on in the Vietnam war, the Army was already pursuing cost reduction programs for many systems, including manpack radios.

One radio was a lowband VHF unit which was a militarized 6'er, produced by Heathkit in Benton Harbor, MI. The circuit was identical to the ham version, except for frequency coverage. Construction was with milspec components in a ruggedized enclosure which included spares (tubes).

An initial production of 4,000 units was procured, at total contract cost of approximately \$ 5 million. Units were put through operational testing and evaluation at Army test labs and in the field in Southeast Asia.

As can be imagined, the field trials were less than spectacular. When word got up the chain of command that the soldiers had begun to call the radios "Tonkin Gulf Lunchboxes", SOA (Secretary of the Army) killed the program overnight, in spite of the bargain-basement cost per manpack unit, for fear of negative publicity should that moniker ever reach the ears of the public, who would never have tolerated another debacle like the Korean conflict.

As a side point, note that even today, 50+ years after Korea, the motto used by the Army as it draws down in size while supposedly maintaining it's readiness is, "No more Task Force Smiths!".

Has anyone ever seen or heard of one of these "cost reduced" 6'ers? If anyone has one, I'd like to buy it!

73,
Kalman W2ES
klaudon@pica.army.mil

From boatanchors@sco.theporch.com Tue Apr 1 18:25:55 1997

From: "William B. Ross" <billross@txdirect.net>
Subject: Re: Heathkit 6'er for \$1250 ??
Message-ID: <33419FB4.28A6@txdirect.net>

It's hard to say whether you're serious about this question - today being what it is - but a mil spec 6er wouldn't have cost anyone over \$100 even at the inflation rate of military contracts.

To begin with a 6er barely qualified for the term transceiver with it's crystal control xansmit and regen reciever and was, at best, a marginal performer. Old engineer or not, the guy who told you this story was either pulling your leg or else was a spy from Lower Slobovia attempting to confuse Donald Duck.

Bill K5LLK

From boatanchors@sco.theporch.com Tue Apr 1 18:25:55 1997
From: Stefan A Schulz <sas1757@tnitech.edu>
Subject: Heathkit AT-1
Message-ID: <Pine.PMDF.3.95.970401145648.539043996A-100000@tnitech.edu>

Gang,

I have found a OK looking AT-1 for 35\$ should I get it? It has the front two main knobs missing but it otherwise is in good shape. Any comments welcome.

BABABABABABABABABBABABABABABABABABABABABABABABA
BA BA
BA Stefan Schulz BA
BA Tennessee Technological University BA
BA Cookeville TN 38505-001 BA
BA SAS1757@tnitech.edu BA
BA Physical Chemistry BA
BA Student BA
BA BA
BAB

Interests:
regens, military radio, photography,
and all that other related expensive stuff!

From boatanchors@sco.theporch.com Wed Apr 2 08:07:54 1997
From: James True <jltrue@aristotle.net>
Subject: Re: Help: DX-60B Bandswitch Problem
Message-ID: <199704020215.UAA09905@aristotle.net>

Addressed to: wmeara@erols.com
boatanchors@sco.theporch.com

Bill wrote:

>
> While pondering the complicated mod that had been done to my recently
> acquired DX-60B, it occurred to me that I should consult Chuck Penson's
> Heathkit Book to see if there are any references to mods made on the
> bandswitch. Sure enough, Chuck's excellent "Product References" section
> shows several magazine articles that may explain what was done to this
> transmitter.
>
> On page 43 of the Sept 87 QST there is an article on DX-60B Bandswitch
> replacement.
> On page 48 of the Sept 88 QST there is another article on the the same subject.
>
> I don't have these editions of QST. Is there anyone out there who could
> take a look at these articles and let me know what was going on? If there
> was a good reason for the mod and if it really resulted in better
> performance, I'll keep it in the circuit.
>

September 1987 page 43 (paraphrased)

Gordon White KA8DFY needed a replacement switch for his DC-60B (heath part number 63-246). He indicates that a Centralab switch PA 077-0018 is a direct replacement.

The DX-60 and DX-60B use the same part number. He provided a larger working area by removing the adjacent DRIVE LEVEL control mounting hardware and moving the control to one side. When wiring the replacement switch, solder the leads to the front wafer first.

September 1988 page 48 (paraphrased)

Howard Hartzell Jr. WA3YKD reports that the Centralab switch is no longer available. He contacted Centralab and discovered that they would produce the switches for: 1 to 9 pieces @ 62.67 each; 10 to 25 pieces @ 34.86 each; 25 or more pieces @ 18.13 each with a minimum order of \$250.

So Bill, how many DX-60's did you say you have? Maybe a parts unit would be a better deal. It does look like the previous owner got his mod from some other source.

I will be happy to fax or mail you copies of these two items if you wish.

73's and good luck with your restoration.

James True N5ARW EMail: jltrtrue@aristotle.net
P.O. Box 13280 Voice: 501-851-8783
Maumelle, AR 72113 Fax: 501-851-8784

From boatanchors@sco.theporch.com Wed Apr 2 08:07:54 1997
From: "R. Eric Sluder" <sludere@gte.net>
Subject: Help:S-107 Manual wanted
Message-ID: <3341DE73.5413@gte.net>

Hi folks,

I'm in need of a copy or original manual to a Hallicrafters S-107 receiver. I got the radio the other day and now I'd like to read about how it suppose to work! If you have a copy or original please state costs and I'll gladly reimburse you.

Thanks in advance,

Eric

--

R. Eric Sluder, KB9BGS
Carmel, IN
E-mail: sludere@gte.net
#####

From boatanchors@sco.theporch.com Wed Apr 2 08:07:54 1997
From: Ron or Wendy Hankins <rh8421@gate.net>
Subject: HQ129-X panels
Message-ID: <v03020900af673e31c9b7@[199.227.37.20]>

I have new reproduction HQ129-X panels in stock again. I am on the second run of 30 panels. The cost is \$53 including shipping. The panel can be seen at the URL below.

<http://www.gate.net/~rh8421/Radio/hq129x.jpg>

Ron Hankins, KK4PK
555 Seminole Woods Blvd.
Geneva, FL 32732

From boatanchors@sco.theporch.com Tue Apr 1 18:25:55 1997
From: Lenox Carruth <carruth@swbell.net>
Subject: Re: Inquiry
Message-ID: <33416D71.4436@swbell.net>

Lloyd A. Scott, Jr. wrote:

> I am curious about two sets pictured in the following
> book: US Army Uniforms of World War II by Shelby Stanton. Pg 19 and 196,
> The set is aprox. 18"x10"x10 sits on self contained legs, front panel
> is hinged to form a desk top, key mounted, two meters on left side of
> front panel. The second set is on page 48, has key and loop antenna
> mounted on top of the set. Both have hand crank generator.

The first set is the Radio Set SCR-288. The receiver frequency range was 2.3-6.5 Mc and the transmitter was 3.5-6.3 Mc. Modes were AM and CW with rated output power of 4 Watts. The antenna was a 35 foot horizontal end fed wire with a 35 foot counterpoise. Transmitter power was supplied by Generator GN-44 and the receiver was supplied by either the generator with Filter FL-10 or Battery BA-48 (preferred). It was an early radio replaced by the SCR-284. I believe that these are extremely rare and, thus, probably expensive. I know a fellow who has been looking for a FL-10 for years!

The second is either Radio Set SCR-131 or Radio Set SCR-161. Both were AM and CW with an output power of 5 watts. Both used Loop LP-7 for the antenna and were powered by the GN-35 for the transmitter and 3 Batteries BA-23 and 2 Batteries BA-2 for the receiver. They were both replaced by the SCR-284 and were rated OBSOLETE in 1944. Frequency range of the SCR-131 (BC-148) was 3.96-4.36 Mc and the SCR-161 (BC-151) was 4.37-5.1 Mc. I suspect that both of these would be almost impossible to find today.

--

Lenox

Dr. Lenox Carruth, Jr., P.E.,
WA50VG

Dallas, Texas

Carruth@swbell.net

From boatanchors@sco.theporch.com Wed Apr 2 08:07:54 1997
From: Thomas Bowes <bowes@klondyke.net>
Subject: Re: j-37 vs j-38 ?
Message-ID: <33419FF6.462D@klondyke.net>

arc5@ix.netcom.com wrote:

>
> No right-thinking collector of military gear would ever
> sully his patriotic BC-375 transmitter with a wienie,
> "trainer" key like the J-38. No, let the wannabes have
> that cutesie, sweetie girlie key! Real HE-hams use a J-37!

>

Dave,

Perhaps you could comment as to where my J-47 might have fit into the
scheme of things. I also have a J-38 around here somewhere, but it sure
is wimpy compared to the 47. I've seen many discussions regarding the
J-37's and J-38's, but nary a mention of the J-47.

--

"Tom"

Thomas Bowes
KK8M
35332 Churchill
Richmond, Michigan 48062-1179

From boatanchors@sco.theporch.com Wed Apr 2 08:07:54 1997
From: "Ray L. Mote" <rmote@rain.org>
Subject: Re: J-38 keys
Message-ID: <Pine.SUN.3.95.970401171858.1361C-100000@coyote.rain.org>

"Small contacts"?? Guess some folks just haven't seen the real thing

yet. Even Larry Nutting's book claims "0.080 inch" contacts for the '38 and 5/32 inch for the '37. Hate ta tell ya, gang, but *mine* have just under 0.200-inch coin silver contacts on 'em. I think these nice folks have just been seeing the postwar cheapie junk, not the WW2 stuff. (Mine are Lionel, in the box, and carry a 1943 Philadelphia contract number.) Don't give up; the real goods are out there, somewhere.

73.....Ray Mote, K5FKT <rmote@rain.org> Oxnard, CA

From boatanchors@sco.theporch.com Wed Apr 2 08:07:54 1997
From: Dave Wood <W4EJ@coastalnet.com>
Subject: Lamps
Message-ID: <199704021319.IAA28567@abaco.coastalnet.com>

Besides Mouser, anyone know a source of #56 lamps? Thanks Dave

From boatanchors@sco.theporch.com Tue Apr 1 18:25:55 1997
From: SP600@aol.com
Subject: manual for booton 72A
Message-ID: <970401160835_416757653@emout07.mail.aol.com>

I'm in need of a manual for a Booton 72A capacitance meter. Thanks for any leads!

Charlie N9SOR

//////////////////HAMMARLUND COLLECTOR\\\\\\\\\\\\\\\\\\\\\\

HAMMARLUND SITE <http://home.aol.com/sp600>

From boatanchors@sco.theporch.com Wed Apr 2 08:07:54 1997
From: dr.electron@juno.com
Subject: Re: On the Air!!
Message-ID: <19970401.214202.9174.2.dr.electron@juno.com>

Ron;
Last year I installed two fixtures in my dx listening room. Receivers include a Sony 2010, which goes nuts on anything.
Both fixtures use GE/Motorola electronic ballasts. One fixture had the ground properly connected, one not. The fixture with a good ground caused no interference, that without did.

One thing to try is to file or sand the ballast case and fixture surfaces where they meet. Often a poor connection results unless this point is a tight ground. Also, beware of cheapo fixtures which use a fixed freq. thyristor in place of any ballast at all. These are notorious transmitters, as well as inefficient and hard on lamps. Finally, speaking of lamps, cheesy house brands and "shop" lamps are worse, noise wise. They are also hard on ballasts. I use the GE F40-SPX 35 "Staybright" premium lamps. Premium color quality, 40 Watt "legal" , low RFI . They aren't cheap, but as the longest life time rated four foot lamp, they will outlast any other, which over time will yield true economy. Also to be avoided are any ballast/lamp combination for a single lamp, which exhibit all the bad qualities of the aforementioned hardware. Basic proper grounding & bonding, however, is the name of the game.

One more thought: To ensure minimal rfi radiated by circuit conductors, it is imperative that any hot circuit conductor be run in close proximity with its neutral conductor, i.e. in the same raceway or in the same " Romex " cable. This will ensure maximum common mode noise cancellation per run, and eliminate coupling to seemingly unrelated circuits. By their nature "split" or "multiwire" branch circuits with two or more hot leads sharing a common neutral conductor can be troublesome. I've installed a large number of "technical" power systems for computer applications, and following the basic guidelines, have never seen a problem in these. These principles should apply in general to RF sensitive installations.

Often, however, lighting systems for such rooms are often installed under another contract, and usually require corrective wiring changes. If anyone has a good reference book on this, please post the title to the list, as mine " grew legs ".

Most noisy discharge (including common fluorescent) lighting and dimmer circuits are caused by these details being ignored, or due to such miswiring, which is usually done at the time of new construction. BTW, the Sony 2010, set to an AM mode is an xcellent tool for sniffing out

any source of AM RF energy. Just put one near a TV receiver..Bzzzzzzzz

Comments/Corrections/experiences welcomed.

Regards, Rich P.

#

From boatanchors@sco.theporch.com Tue Apr 1 18:25:55 1997

From: GIBSON@ASTRA.LBL.GOV

Subject: Panel lettering

Message-ID: <970401123808.20400449@ASTRA.LBL.GOV>

I rescued a BC779B from the city dump. Gave it a good wash with detergent and hot water and the chassis looked quite reasonable. However the front

panel looked awful, with rust streaks and peeling paint.

I removed the front panel, stripped it, emeryclothed the rust off and gave it a coat of grey oil based enamel. Tried to fill in the engraved knob legends with a white paint stick but the results were poor. Then I saw a thread on BA advising latex paint for this application so bought a tin of high gloss latex enamel and filled in the letters generously. I scraped off most of the excess latex with a home made squeegee 1 x 1.5 inches cut from one eighth black rubber sheet. The excess was mopped up with a paper towel. The panel was then left to dry overnight.

The next morning I followed the instructions to remove the excess latex smears with a sponge and soapy water. YIKES, the smears stayed put!!!

I arrayed my battery of household cleaners ranging in strength from Windex thru Ajax to coarse valve grinding compound. Fortunately I tried Windex first. I put a squirt of it on a nearly dry cellulose sponge, rubbed the latex lightly then left the sponge on top of the lettering for about a minute. Must be something about that ammonia because the lettering now cleaned up beautifully

aided by the above mentioned squeegee used like an eraser on the tough places.

Result one gorgeous lettered panel.

HELP. Now I need a front panel ID plate to complete the restoration.

John Gibson, Berkeley, Calif.

From boatanchors@sco.theporch.com Wed Apr 2 08:07:54 1997

From: David Medley <davemed@worldnet.att.net>

Subject: Parts for R390A needed

Message-ID: <3.0.32.19970401203325.006db7f4@postoffice.worldnet.att.net>

I need some parts for an R390A I am restoring. The radio is in fair condition but worth restoring. Problem is someone thoughtfully removed the 4 mechanical filters, the crystal oven containing the 200 KHz cal crystal and all the band crystals!! I know I can get this stuff from Fair Radio but at a price. Any suggestions?

The other one I have been working on is almost finished and works and looks just great. More on this later.

Dave

David Medley KI6QE/7 VK2IMJ

davemed@worldnet.att.net

Tucson Arizona

From boatanchors@sco.theporch.com Wed Apr 2 08:07:54 1997

From: k7yha@juno.com (Richard H. Arland)

Subject: R-392 HELP!

Message-ID: <19970402.003236.12111.0.k7yha@juno.com>

Gang:

Just had an offer to buy four (4) R-392s (still in shelters) for \$400.

I know that the R-392 is the mobile version of the R-390, however, that is about all.

What type of power does this unit require? Is this a "good deal" provided the units are intact, working and complete? What am I getting myself into?

73 rich K7SZ

From boatanchors@sco.theporch.com Wed Apr 2 08:07:54 1997
From: provero@connix.com
Subject: Re: R-392 HELP!
Message-ID: <199704020103.UAA09202@comet.connix.com>

It's a good deal, seeing as decent working R-392's go for \$125 - \$200.

They are well designed and very rugged. Same conversion scheme as the R390/R391/R390A, but only 28V on the plates, fewer front panel controls (but *more* front panel connections).

As to what you're getting into, I have two R-392's and am keeping my eyes open for more. They're fun to work on and listen to!

See my web page for more R-392 information.....

P.J. "Josh" Rovero	home:	provero@connix.com
Meteorologist	radio:	KK1D
Oceanographer	work:	rovero@sonalysts.com
Curmudgeon-at-Large	web:	http://www.connix.com/~provero/

From boatanchors@sco.theporch.com Wed Apr 2 08:07:54 1997
From: Mike Toneri <toneri@ils.net>
Subject: Re: Ranger II
Message-ID: <199704020022.TAA04476@server1.ils.net>

At 01:21 PM 4/1/97 GMT, Ronnie Hull wrote:

>Ive noticed, these last few hours of using my Ranger II
>(recently acuires) that when you place it in the CW
>position, but leave it unkeyed, it is putting quite a signal
>into the receiver. Is this just the oscillator running?
>
>Im using a Dowkey Relay for switching, will test my
>Johnson TR switch next.
>
>Also, noticed just a small amount of occasional freq shift
>when Im keying.
>
>The VFO only drifts a few kcs's after 15 minute warmup, as
>measured with my IFR 1500. (I know, its not a BA but its darned
>good!)

Check the filter caps for the bias supply on the little sub-chassis beside the VFO. If the filter is bad, the AC ripple will be enough to turn on the keyer tube and in turn the VFO. This will usually produce a rough note in the receiver. I had this problem just a few weeks ago with my Ranger 2. I am not sure what is causing your frequency shift but I suspect it may be the start of a poor solder joint in the VFO somewhere.

My VFO drifts less than 500 cycles from cold start to 1/2 hour and then less than 20 cycles over the next 10 hours as measured on my FT676GX. I will have to borrow my friend's IFR and check the exact amount of drift. By the way the drift was checked on 20 metres.

73...Mike VE3FGU

Mike & Lynda Toneri E-mail: toneri@ils.net

From boatanchors@sco.theporch.com Wed Apr 2 08:07:54 1997
From: "Brigham, Scott (MN10)" <Scott.Brigham@HBC.honeywell.com>
Subject: RCA AR-88 (not AVR-100)

Hello again folks. I asked the list for information about an RCA AVR-100 receiver. Well, it turns out that I had the model number ALL WRONG! It is actually an AR-88. Thanks to Doug Arntson and Al Klase for helping me on that score. So, now armed with the ACTUAL MODEL NUMBER of the receiver I have, I'd like to again ask if anyone can shed some more light on this beast.

Scott Brigham (K0ZI)
St. Paul, MN
scott.brigham@hbc.honeywell.com

From boatanchors@sco.theporch.com Tue Apr 1 18:25:55 1997
From: "Brigham, Scott (MN10)" <Scott.Brigham@HBC.honeywell.com>
Subject: RCA AVR-100

Greetings to all BA list members. This is my first post, but I have been following the digest for some time. And hello to Doug Arntson, Bill Hawkins and Barry Ornitz, with whom I am personally acquainted.

I just recently came across a receiver, allegedly an RCA AVR-100, and was hoping that some folks here could tell me something about it. It is similar in size and shape to a 75-A4 (maybe a tad bigger) in a similar-looking cabinet. It is a six-band general-coverage receiver. This thing must weigh 75 pounds! It has no markings other than a red and silver RCA logo on the front. When I described it to a fellow in town he said it sounded like an AVR-100, and it indeed looks like the picture in that white book with a title like "Communications Receivers 19XX - 19XX".

Anything you could tell me about this receiver would be helpful, including a ballpark price range. Thanks in advance for any help!

Scott Brigham (K0ZI)
St. Paul, MN
scott.brigham@hbc.honeywell.com

From boatanchors@sco.theporch.com Wed Apr 2 08:07:54 1997
From: arc5@ix.netcom.com
Subject: Re: RCA AVR-100
Message-ID: <1997424435246334@ix.netcom.com>

Hi Scott/All.

I'm have an RCA AVR-100A in my Military Light Aircraft collection. It is a very compact navigation and radio range receiver, built the same size as the BC-1206 and made to fit in the same hole in the plane's instrument panel.

A late 1930s to early 1940s design, it was supposed to be part of the AVR-20/AVT-112 radio installations in planes like the Stinson L-5 spotter. Its about 3.5 inches square by about 6 inches long. Tunes LF and BCB in two bands, plus a fixed-tuned position for standard tower freqs. Weighs less then 5 pounds and uses 1 and 3 volt tubes. It's pretty rare. I also have the AVR-101A, which is LF band only.

Send somemore detail on your set; perhaps we can track it down.

73 DE Dave AB5S

From boatanchors@sco.theporch.com Tue Apr 1 18:25:55 1997
From: MODSTEPH@ACS.EKU.EDU
Subject: Re: SB-10 FS
Message-ID: <01IH6YZE9NZM009FEB@ACS.EKU.EDU>

..my server seems to have clipped my message: should also have :
"Looks complete; tubes all test OK; satin finish knobs."

Sorry about the extra bandwidth.

73, A1 N5AIT
modsteph@acs.eku.edu

From boatanchors@sco.theporch.com Tue Apr 1 18:25:55 1997
From: Ken_Warren@beavton.k12.or.us (Ken Warren)
Subject: Re: Some older books For Sale
Message-ID: <4287229918.286834033@beavton.k12.or.us>

Hi Larry, I have one of the TMC variable master oscillators . Mine is the motor drive unit.

I would sure like to have the manual or if it's already sold, a copy. I have used mine with both the SP-600 and also as a VFO for my transmitter when operating out of band on MARS freq's. It sure is stable, however mine is in need of a little tuneup.

Let me know how it goes and I'll get a check in the mail.

Thanks for the consideration.

Ken Warren K7RPX

Ken_Warren@beavton.k12.or.us
KenwK7RPX@worldnet.att.net

--

Beaverton School District
Beaverton, Oregon

From boatanchors@sco.theporch.com Wed Apr 2 08:07:54 1997

From: dr.electron@juno.com
Subject: RE: SX 88 mods?
Message-ID: <19970402.032931.10062.1.dr.electron@juno.com>

Spencer;

With the mods you used, does it RX well with a coathanger wrapped in aluminum foil ? I wrote a program to calculate "HangerFoil Log - Periodic" element values, but the resultant antennas produce only ball lightning. What is wrong?

Also, where can I get the steering wheels?

Regards, Rich P./April's Fool***

From boatanchors@sco.theporch.com Wed Apr 2 08:07:54 1997
From: jeffa@ix.netcom.com (Jeff Anderson)
Subject: SX-28 Black?
Message-ID: <199704021400.IAA15044@dfw-ix6.ix.netcom.com>

I'd planned to paint my panel with "semi-flat" black (I'd wanted to use satin finish, but the only choices I had were flat, semi-flat, and gloss). I've just exchanged messages with another list member who painted his panel with glossy black. And now I'm wondering: should I use this too? Any thoughts on this?

It was difficult to tell which way to go from the original panel finish, but those parts of the panel that were protected from the environment seemed to be more of a satin finish, rather than glossy (a lot can happen in 50+ years, though).

Also, regarding the engraved lettering - it looked to me (before I stripped it) as though it wasn't a bright white, but rather a very very light grey (or blue). True?

Again, thanks.

- Jeff

From boatanchors@sco.theporch.com Tue Apr 1 18:25:55 1997
From: Nick England <nick@cs.unc.edu>
Subject: Re: SX88 mods
Message-ID: <199704011715.MAA23594@altair.cs.unc.edu>

My SX-88 meter wouldn't go over 40 either. Turned out it was a sticky meter bearing. I just dropped the SX-88 on its side a few times (onto concrete floor from about table height) and things loosened up just fine. If the meter swings over too far, just drop it on

the other side once or twice. It only takes a few times to get the hang of this technique, but you might want to practice with an old NC-400 or SX-115 first.

73 & Have Fun,
Nick England KD4CPL nick@cs.unc.edu Univ. Of North Carolina
http://www.cs.unc.edu/~nick Chapel Hill NC

From boatanchors@sco.theporch.com Tue Apr 1 18:25:55 1997
From: Mike Toneri <toneri@ils.net>
Subject: Re: SX88 mods
Message-ID: <199704020023.TAA04480@server1.ils.net>

At 02:06 PM 4/1/97 GMT, John Hurst wrote:
>I thought some of you might be interested in improvements I made to my Hallicrafters
>SX-88. One of its biggest problems is that the meter hardly ever goes over "40" which
>makes it hard to give out good reports. Obviously the problem is that the 6CB6 tube
Good April 1 BA story! Almost had me with that one.
73...Mike VE3FGU

Mike & Lynda Toneri E-mail: toneri@ils.net

From boatanchors@sco.theporch.com Wed Apr 2 08:07:54 1997
From: "Roberta J. Barmore" <rbarmore@indy.net>
Subject: The beer gets all salty from tears
Message-ID: <Pine.SUN.3.91.970401231510.8068C-100000@indy1>

(Working title, "Oh Woe Is Me")

Today, friends, has *not* been a good day. I need to gripe about it--it helps.

Came home and lo and behold, the 1-10 had arrived! Wonderfulness! Started dinner (the OM deals with BAs better when he is fed on time), then opened the box. H'mmm, coils with it don't cover 2m, no problem--tricky little bases but they can be cloned with some sheet plastic and brass rod. Tried the PW dial--skirt skritchies on the panel. Ow. And, gee, look, the

regeneration knob is crooked. Maybe a replacement pot? Removed knob--panel is dented, a huge bonk all the way around the put but not even. And the knob of the PW dial is cracked. Tch.

Set it to one side and got dinner on the table. Afterwards, the receiver and I adjourn to the basement. PW dial will *not* come off, and there are more and more signs that USPS *dropped* the set, face down, from a goodly height. It's either a Major Project or a parts set now--was rated "VY GUD" by a reputable seller *before* it was shipped. :("Appointed rounds," my eye--that old Roman feller never saw *our* mail service. (Some of which might be improved by a few rounds, though of what or in what context, deponent sayeth not).

Had the 2-B receiver warming up during the inspection, and turned the 6L6 rig on. No activity I can hear (10:30p EST) on 3.58, so I called. Nil, zilch, a few burps of some sort of digital-doo, then nada. Fifteen minutes of "3x2 & listen longer than you call" and nuthin', not even a bawling-out for being a source of QRM! Tried 7.05 for another quarter hour, with like results. Wouldn't be too bad, but the ol' log shows no QSOs since WS4S spent 20 minutes diggin' me out of the noise November last--and a *page* (of the '36-version log, small lines) of "Called, nil" entries for CQ & various and sundry stations. Arg. The 40m dipole I strung up last Sunday hasn't made any difference, either--few more mils into the wire, per the ol' #47 RF Indicator, but I'd do better yelling out the window. 40 CW just sounds d-e-a-d any more anyhow, just sneaky SSB and brr-zapppp computer stuff.

This on top of a frustrating fortnight at work is not sitting easily. I have to admit my addiction to QRP makes the odds a lot worse but geez, I did better with the HW-9 and a random wire not six feet up! (Better sunspots? It was a long time ago). Don't have a high-power modern radio to go punching holes in the luminiferous ether with, and beginning to doubt it would do any good. (Though for what they're costing, they otta make coffee and pour it to taste--sheesh, looked at prices the other day and couldn't believe it. When did "starter" sets hit four figures?)

So thus I am here, weeping into the beer I don't actually drink. Thanks for listening, if you got this far. Feeling pretty down right now--I don't think I have mentioned but the reason I was off the air for so long was I'd concluded the hobby as usually practiced was *way* too costly, mostly the province of (no offense) middle-aged men who wore suits and had money to burn and I'm about to get back to that line of thought. Anybody wanna buy a basement full of old radios? Some of 'em kinda work and not a one of 'em is worth a grand.

73,

--Bobbi

From boatanchors@sco.theporch.com Wed Apr 2 08:07:54 1997
From: arc5@ix.netcom.com
Subject: Re: The beer gets all salty from tears
Message-ID: <19974242931441@ix.netcom.com>

Bobbi:

Try drinking the beer.

73,
Dave AB5S

From boatanchors@sco.theporch.com Wed Apr 2 08:07:54 1997
From: Conard Murray <ws4s@InfoAve.Net>
Subject: Re: The beer gets all salty from tears
Message-ID: <2.2.32.19970402133705.0105324c@infoave.net>

Hi Bobbi,
Sorry to see yo had such a bad day. I have the same tales of woe on 3.58 here too. Either the qrg is choked with all sorts of stuff or you can't raise anyone.
There was some sort of commercial fsk on 3.58 the other evening too along with the S9 lightning. Come on, sunspots!
Gee, the 1-10 sounds bad too. I have been through the PW-dial blues myself, but not as bad as yours. As fragile as those zinc csstings are I would be hesitant to ship one by UPS/USPS.
I hope things go better today!
BTW, I have one suit and it doesn't fit worth a damn.

73,

Conard

Conard Murray WS4S Glowbugs listowner ws4s@infoave.net
217 Dyer Avenue Cookeville, TN 38501 615-526-4093
Member Arizona ScQRPions QRP-L #993 Friend to anything TCS or GRC-19
<>< Wise men still seek Him ><>
WIMPS: Qs=000 30m=0 17m=0 12m=0 States=00/00/00

From boatanchors@sco.theporch.com Tue Apr 1 18:25:55 1997
From: James True <jltrue@aristotle.net>
Subject: Re: Timonium
Message-ID: <199704012026.0AA23044@aristotle.net>

I have seen several references to "Timonimu" since subscribing to this list. Sounds like the place to be. Would someone mind sharing the date, location, etc.


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-----
James True  N5ARW      EMail: jltrtrue@aristotle.net
P.O. Box 13280      Voice: 501-851-8783
Maumelle, AR 72113  Fax:   501-851-8784
-----

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From boatanchors@sco.theporch.com Tue Apr 1 18:25:55 1997
 From: Paul Bernhardt <bern@ppdu.nrl.navy.mil>
 Subject: Re: Timonium
 Message-ID: <Pine.A32.3.91.970401174408.40527A-1000000@ppdu.nrl.navy.mil>

James,

Timonium is in Maryland north of Baltimore. The ham fest is on 5 and 6 April 1997.

Paul Bernhardt, KF4FOR

On Tue, 1 Apr 1997, James True wrote:

> I have seen several references to "Timonimu" since subscribing to this list.
 > Sounds like the place to be. Would someone mind sharing the date, location, etc.

>

> 73

>

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> -----
> James True  N5ARW      EMail: jltrtrue@aristotle.net
> P.O. Box 13280      Voice: 501-851-8783
> Maumelle, AR 72113  Fax:   501-851-8784
> -----

```

>

From boatanchors@sco.theporch.com Wed Apr 2 08:07:54 1997
 From: k1zat@dsport.com
 Subject: Re: Timonium
 Message-ID: <Pine.GS0.3.95.970401193846.2740D-1000000@puff>

This weekend, Apr 5 and 6. Timonium Maryland State Fair Grounds.
 Biggie of the year for the MD.

jd

On Tue, 1 Apr 1997, James True wrote:

> Date: Tue, 1 Apr 1997 20:27:39 GMT
> From: James True <jltrue@aristotle.net>
> To: Multiple recipients of list <boatanchors@sco.theporch.com>
> Subject: Re: Timonium
>
> I have seen several references to "Timonimu" since subscribing to this list.
> Sounds like the place to be. Would someone mind sharing the date, location,
> etc.
>
> 73
>
> -----
> James True N5ARW EMail: jltrue@aristotle.net
> P.O. Box 13280 Voice: 501-851-8783
> Maumelle, AR 72113 Fax: 501-851-8784
> -----
>

From boatanchors@sco.theporch.com Tue Apr 1 18:25:55 1997
From: Lenox Carruth <carruth@swbell.net>
Subject: Re: Tube type 958-A lore
Message-ID: <33416F37.3F7D@swbell.net>

World War II cavity magnetrons operated with no filament voltage. It
was only used for starting.

--

Lenox

Dr. Lenox Carruth, Jr., P.E.,
WA50VG

Dallas, Texas

Carruth@swbell.net

From boatanchors@sco.theporch.com Wed Apr 2 08:07:54 1997

From: "Thomas A. Adams" <103360.2133@CompuServe.COM>
Subject: What the hell is a Fullerphone?
Message-ID: <970402013445_103360.2133_JHL48-1@CompuServe.COM>

Greetings, Troops.

I'm not too hip on what British surplus gear is all about, and I was just offered the opportunity to buy an unissued gizmo called a Fullerphone. Anybody know what this thing is? Is it some kind of field telephone?

Inquiring minds wanna know...

73's,

Tom, K9TA

From boatanchors@sco.theporch.com Wed Apr 2 08:07:54 1997
From: Jerry Proc <jproc@bellglobal.com>
Subject: RE: What the hell is a Fullerphone?
Message-ID: <01BC3EE7.DED06CA0@finlay.bellglobal.com>

From: Thomas A. Adams[SMTP:103360.2133@CompuServe.COM]
Sent: April 1, 1997 8:38 PM
Subject: What the hell is a Fullerphone?

=

Tom,

That's exactly what it is - a WW1 field telephone. Someone posted =
information about it a long time ago to the BA group and I turned into =
into story for my radio club newsletter . Will post it to my Web page =
and give out the URL.

Regards,
Jerry Proc
jproc@bellglobal.,com

From boatanchors@sco.theporch.com Wed Apr 2 08:07:54 1997
From: avidov@juno.com (avi bendov)
Subject: WTB: B & W BALUN
Message-ID: <19970402.000919.10422.1.avidov@juno.com>

Is B & W still making their CC-51 Balun(Antenna Coupler) and where can it (or an equal) be ordered ?Email response appreciated. Tnx

From boatanchors@sco.theporch.com Wed Apr 2 08:07:54 1997
From: "Ray L. Mote" <rmote@rain.org>
Subject: WW2 keys
Message-ID: <Pine.SUN.3.95.970401224942.7701B-100000@coyote.rain.org>

Checked mine for contact size:

- #1 - J-38, unk maker. Upper=.187", Lower=.185", coil spring, silver contacts.
- #2 - J-38, unk maker. Upper=.080", Lower=.081", coil spring, nickel contacts, MFP 5-1-55
- #3 - J-38, unk maker. Upper=.090", Lower=.187", coil spring, nickel contacts
- #4 - J-38, Lionel NOSB. Upper=.187", Lower=.187", coil spring, silver contacts
- #5 - J-38, Lionel NOSB. Upper=.185", Lower=.186", coil spring, silver contacts
- #6 - J-37 on J-47 base. Upper=.154", Lower=.187" (hex shaped). Leaf spring, black tarnish on sides but dull gray contact surface. Silver???

Would guess that #3 had the lever arm replaced sometime in the past.
#1 is definitely MFP'd for field use. Doesn't jive with "code

practice" assignment. Didn't take my J-5-A apart to measure contact size, nor the Brit or Navy keys. Am willing to take Larry Nutting's word for the "5/32" dimension on the J-37.

The edition of SIG 3 (list of equipment) that superseded the 18 Dec 1943 edition (my title page is missing) shows the following key assignments:

J-5-A (flameproof): SCR-(AJ,AK,AL,AN,AO,AP,AR,AS)-183
J-37: SCR-299-C,D (doesn't show Air Corps use with BC-191/375 and SCR-274-N)
J-38: EE-81 code practice equipment
J-44: SCR-178, SCR-299-A,B
J-45: SCR-193-D,G,H,J,KB,L,M,P SCR-203, SCR-245-G, SCR-299-A,B,C,D SCR-506
J-47: SCR-177-B, SCR-188-A
J-48: SCR-284

The October edition of SIG3 shows the J-36, J-37, J-44, & J-45 but no specific equipment usage.

If anyone can shed light on use of the J-38 other than code practice, I'd sure be interested to hear it.

73.....Ray Mote, K5FKT <rmote@rain.org> Oxnard, CA